

Greater Shepparton City Council – Planning Scheme Amendment C192 and C193 VicRoads Submission – to Traffic Conclave

Prepared by:

Raelene Stratton – Team Leader Integrated Transport and Land Use, North Eastern Region

Ian Ridgwell – Senior Planning Engineer, North Eastern Region

Monday 17 July 2017

Preliminary Matter

1. VicRoads will not be calling an expert witness for the above mention panel hearing. VicRoads will be represented by the following VicRoads Officers:
 - a. Raelene Stratton – Team Leader Integrated Transport and Land Use, North Eastern Region (Town Planner) (currently acting Project Manager Planning)
 - b. Ian Ridgwell – Senior Planning Engineer (Traffic Engineer)

Background

2. VicRoads was involved in pre application discussions for the proposed development.
3. VicRoads did not support the proponents assessment that the development did not trigger a controlled mitigation treatment at the intersection of Goulburn Valley Highway (Numurkah Road) and Ford Road intersection.
4. VicRoads did not support Traffixgroup proposed interim design of a stop bar on the north bound lane of the Goulburn Valley Highway south of Ford Road as a solution to the mitigation treatments required at the intersection of Goulburn Valley Highway and Ford Road.
5. Preliminary designs and costing of a staggered intersection of Goulburn Valley Highway, Ford Road and Wanganui Road were completed by Council. VicRoads agreed in principle to these plans (attachment 1).
6. A section 173 Agreement was entered into by the proponent and Council to co fund the above design, VicRoads was comfortable with this agreement.
7. At the time of making the above agreement VicRoads was working on a business case for pre-construction funding for Shepparton Bypass Stage 1. The funding would also include early works at the intersection of Goulburn Valley Highway, Ford Road and Wanganui Road which would consider the ultimate design (long term future proofing). The staggered intersection shown in attachment 1 was only considered to be an interim solution and the ultimate will include realigning the Wanganui leg.

Strategic Importance of the Goulburn Valley Highway/Ford Road/Wanganui Road Intersection

8. The Goulburn Valley Highway is on a Nationally Significant Route, connecting Melbourne and Brisbane.



Figure 1 – Route of National Significance

9. The future Shepparton Bypass (the Bypass) has been incorporated in the Greater Shepparton Planning Scheme since 2006.
10. The Bypass detours the Goulburn Valley Highway to the West of Shepparton, Mooroopna and Toolamba.
11. To make the Bypass a more affordable option it has been divided up into five stages. Stage 1 connects Wanganui Road North of Shepparton with the Midland Highway West of Mooroopna, with connection to Echuca Road, North of Mooroopna.

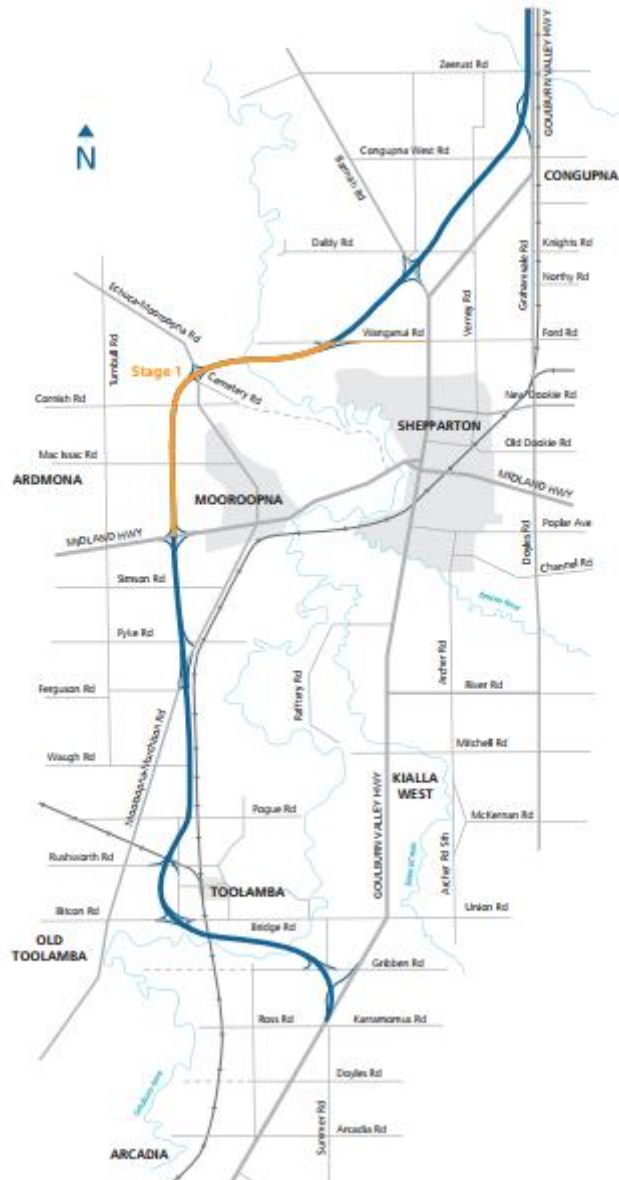


Figure 2: Stage 1 Shepparton Bypass Map

12. Stage 1 of the Bypass provides for the much needed heavy vehicle second river crossing between Shepparton and Mooroopna, while also removing a large amount of heavy vehicles from the Central Business Areas of Shepparton and Mooroopna.
13. Stage 1 of the Bypass connects back into the existing network at Wanganui Road.
14. The Shepparton Alternate Route to the East of Shepparton currently provides an insufficient heavy vehicle detour of Shepparton.
15. The Shepparton Alternate Route, along with the connection from Wanganui and Ford Roads will provide an important network link for local, regional and interstate movements even once the Shepparton Bypass Stage 1 is constructed.

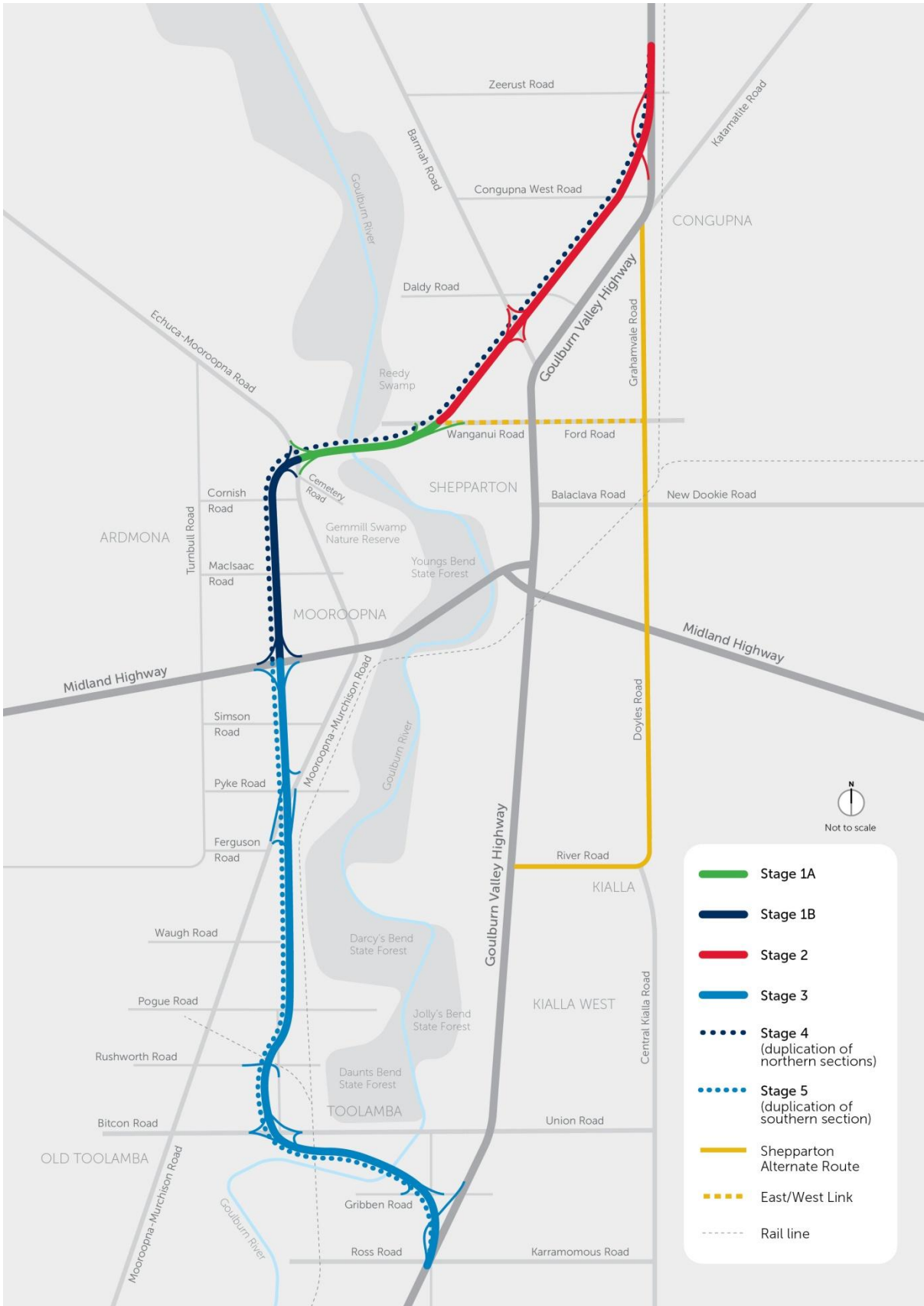


Figure 3: Staged Shepparton Bypass, highlighting the Shepparton Alternate Route and East West link along Ford Road and Wanganui Road

16. Once the Shepparton Bypass Stage 1 is constructed Ford Road and Wanganui Road will provide the key East/West link between the Bypass and Shepparton Alternate Route.

17. The existing Goulburn Valley Highway will also still carry high volumes of traffic, especially with the residential growth to the North Shepparton. The intersection of Goulburn Valley Highway, Ford Road and Wanganui Road will become the highest volume for heavy vehicles and the most significant intersection in Shepparton.

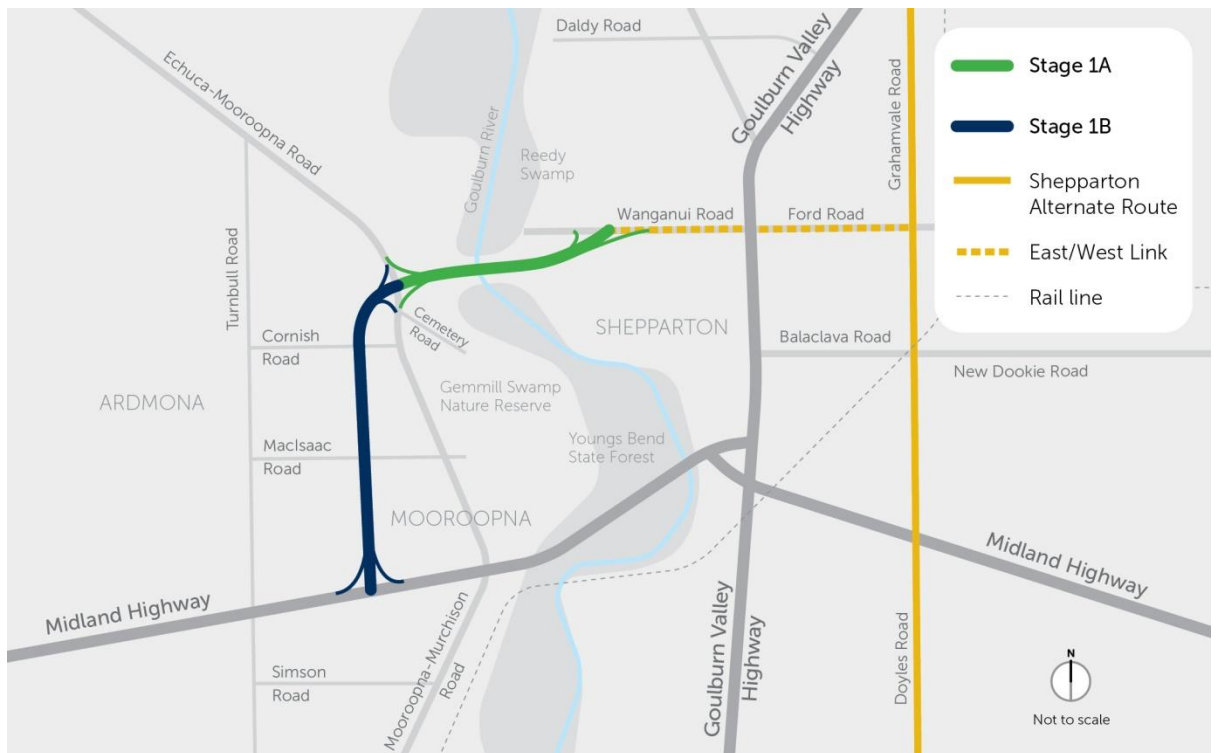


Figure 4 – East West Link

Shepparton Bypass Funding

18. On the 2 May 2017, the Victorian Government announced \$10.2 million for the Shepparton Bypass to plan and undertake preconstruction works for the first stage of the 36 kilometre bypass. The future bypass will include a second heavy vehicle crossing at the Goulburn River along with other key intersection upgrades. The State Member for Northern Victoria confirmed in an announcement on the 3 May 2017 that this stage of the planning will also upgrade the intersection on the Goulburn Valley Highway, Ford Road and Wanganui Road in Shepparton to a signalised intersection. It is anticipated that these intersection works will commence 2018/19 financial year.

Ultimate Intersection Design

19. VicRoads is currently investigating and developing the ultimate design for Wanganui Road, the Goulburn Valley Highway, Wanganui Road and Ford Road intersection and working with Council on the future cross section of Ford Road. The configuration of the ultimate intersection is currently unknown and VicRoads is assessing the benefits of traffic signals versus a round-a-bout, to ensure a safe and efficient intersection given the growth along these corridors. While VicRoads is still working through these issues, the following will be required in any scenario/option:
- a. Duplication of all four approaches will be required
 - b. A centre median at the southern approach to the intersection which will likely remove the opportunities for right turns in and out at 228-238 Numurkah Road, Shepparton

- c. U-turn arrangements will be provided

Revised VicRoads conditions

In addition to the contribution to the mitigation treatments for the intersection of the Goulburn Valley Highway, Ford Road and Wanganui Road agreed to in the Section 173 agreement, VicRoads proposes the following amended conditions:

Conditions

1. Prior to the development coming into use the following mitigating works generally in accordance with Drawing No. G19863-04F prepared by TraffixGroup must be undertaken to the satisfaction of and at no cost to the Roads Corporation unless otherwise agreed by the Roads Corporation as follows:
 - a) Extend the right turn lane on Numurkah Road and construct an auxiliary left turn lane at the northern entrance to the service road fronting the subject land.
 - b) Closure of the entrance to the service road on the eastern side of Numurkah Road located approximately 30 metres north of Grant Court.
 - c) The proposed access from the subject land to the service road fronting Numurkah Road must be constructed to the satisfaction of the Responsible Authority (Greater Shepparton City Council) and the Roads Corporation.
 - d) Construct a median island to the south of the right turn lane from Numurkah Road into Ford Road.
 - e) Construct the proposed service road exit on the eastern side of Numurkah Road located approximately 60 metres north of Grant Court including extending median island adjacent to right turn lane opposite the proposed service road exit.

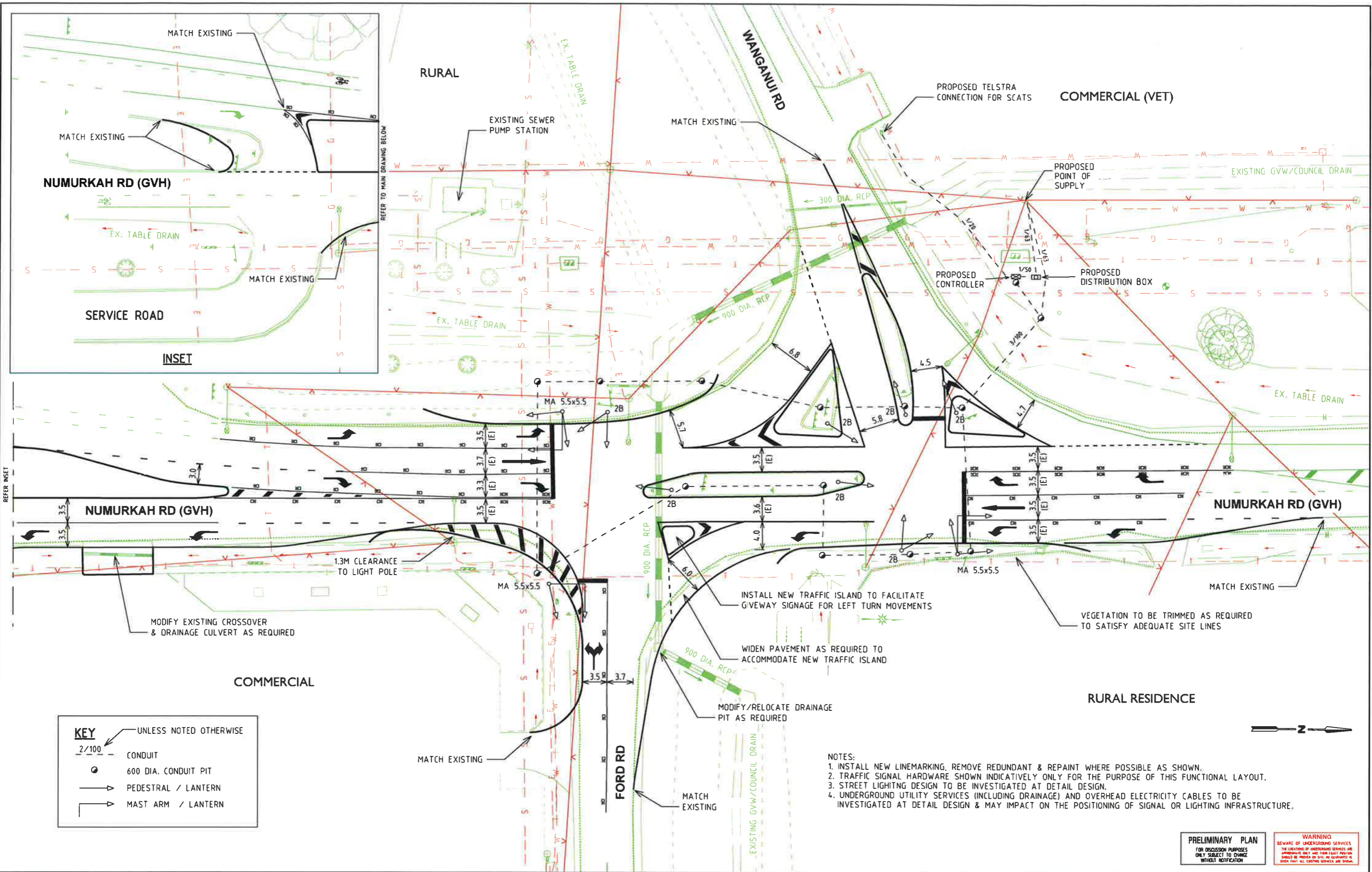
Planning Notes

1. *Separate consent for works within the road reserve and the specifications of these works will be required under the Road Management Act.*
2. *It should be noted that the consent application will be treated as a developer funded application which requires fees and detailed plans and specifications.*

Attachments

Attachment 1 – Numurkah Road/Wanganui Road/Ford Road Intersection Functional Layout prepared by GTA Consultants drawing no. V102560-02

Attachment 2 – Functional Layout Plan – Option 4 Drawing No. G19863-04F prepared by TraffixGroup



KEY — UNLESS NOTED OTHERWISE

| | |
|--|----------------------|
| | CONDUIT |
| | 600 DIA. CONDUIT PIT |
| | PEDESTRAL / LANTERN |
| | MAST ARM / LANTERN |

- NOTES:**
1. INSTALL NEW LINEMARKING, REMOVE REDUNDANT & REPAINT WHERE POSSIBLE AS SHOWN.
 2. TRAFFIC SIGNAL HARDWARE SHOWN INDICATIVELY ONLY FOR THE PURPOSE OF THIS FUNCTIONAL LAYOUT.
 3. STREET LIGHTING DESIGN TO BE INVESTIGATED AT DETAIL DESIGN.
 4. UNDERGROUND UTILITY SERVICES (INCLUDING DRAINAGE) AND OVERHEAD ELECTRICITY CABLES TO BE INVESTIGATED AT DETAIL DESIGN & MAY IMPACT ON THE POSITIONING OF SIGNAL OR LIGHTING INFRASTRUCTURE.

PRELIMINARY PLAN
FOR DISCUSSION PURPOSES
ONLY SUBJECT TO CHANGE
WITHOUT NOTIFICATION

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES ARE
APPROXIMATE ONLY & ARE FROM EXISTING RECORDS
SHOULD BE CHECKED ON SITE, NO GUARANTEE IS
GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

| ISSUE | DATE | DESCRIPTION | RA | PD | PD |
|-------|------------|-----------------------------|----|----|----|
| P1 | 09.11.2016 | CONCEPT DESIGN REVIEW ISSUE | | | |

GENERAL NOTES

1. ALL DIMENSIONS AND RADII ARE IN METRES AND ARE TO THE FACE OF KERB AND CHANNEL.
2. BASE INFORMATION OBTAINED FROM FEATURE SURVEY DATED 03 MAY 2016 PREPARED BY RURAL WORKS PTY LTD. GTA CONSULTANTS DOES NOT TAKE ANY RESPONSIBILITY FOR THE ACCURACY OF THE EXISTING CONDITIONS BASE ON WHICH THE SETOUT DETAIL IS BASED. PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE EXISTING CONDITIONS INCLUDING UNDERGROUND SERVICES SHOULD BE VERIFIED ON SITE.
3. DECLARED MAIN ROAD - NUMURKAH RD (GVH) - SPEED ZONE 60KM/H - DESIGN SPEED 60KM/H
LOCAL ROAD - FORD ROAD - SPEED ZONE 60KM/H
LOCAL ROAD - WANGANUI ROAD - SPEED ZONE 80KM/H
4. DESIGN VEHICLE - 19M SEMI TRAILER

| | |
|------------------------------------|---|
| DESIGNED R.ABRAHAM / P. DELACCA | DESIGN CHECK |
| DRAWN R.ABRAHAM / P. DELACCA | DRAFTING CHECK |
| APPROVED BY | DATE APPROVED FOR INITIAL ISSUE 10 NOVEMBER 2016 |
| SCALE A1 | CAD FILE NO. V102560-02-P1.dgn |

GTA consultants
www.gta.com.au

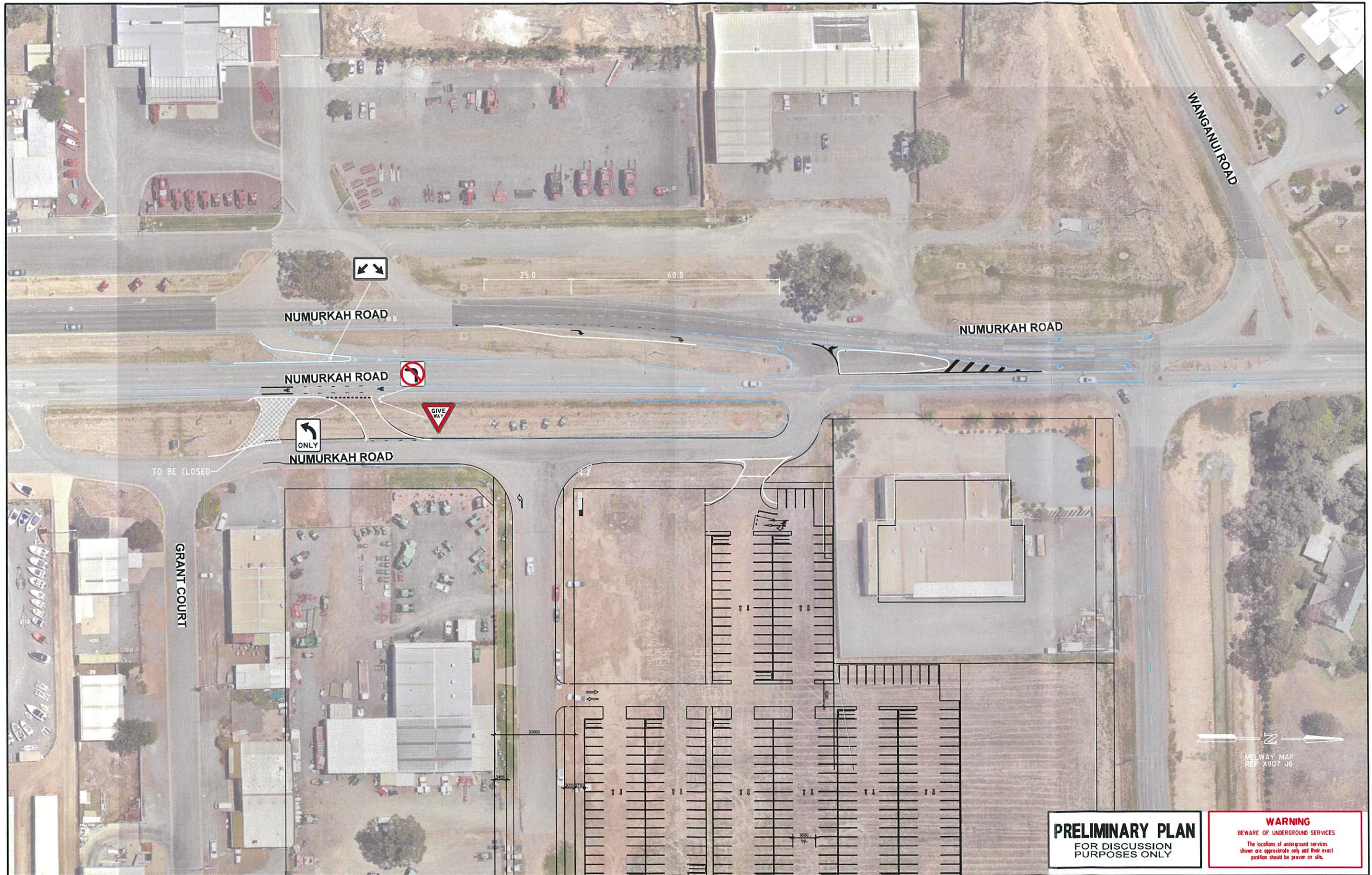
Melbourne 03 9851 9400
Sydney 02 8448 1800
Brisbane 07 3113 5000
Canberra 02 6243 9400
Adelaide 08 8334 2000
Gold Coast 07 5512 4814
Townsville 07 4722 2765
Perth 08 6167 1000

CLIENT **GREATER SHEPPARTON CITY COUNCIL**

NUMURKAH RD (GVH) / WANGANUI RD / FORD RD INTERSECTION

FUNCTIONAL LAYOUT

DRAWING NO. **V102560-02** ISSUE **P1**



PRELIMINARY PLAN
FOR DISCUSSION
PURPOSES ONLY

WARNING
BEWARE OF UNDERGROUND SERVICES
The locations of underground services shown are approximate only and their exact position should be proven on site.

| REVISION | REVISION NOTES | REVISION DATE |
|----------|---|---------------|
| B | EXISTING NUMURKAH ROAD U-TURN AND SERVICE ROAD ACCESS RETAINED - PLAN UPDATED | 20 DEC 2016 |
| C | PEDESTRIAN CROSSING ADDED | 22 DEC 2016 |
| D | SERVICE ROAD EXIT RELOCATED FURTHER SOUTH AND MEDIAN ISLAND EXTENDED | 09 JAN 2017 |
| E | BASE PLAN UPDATED - PLAN RE-ISSUED | 24 JAN 2017 |
| F | MEDIAN ISLAND ADDED AS PER VICROADS REQUEST | 17 FEB 2017 |

GENERAL NOTES

1. BASE INFORMATION FROM AERIAL PHOTOGRAPH (SOURCE NEARMAP JUNE 2016).
2. ALL DIMENSIONS ARE TO FACE OF KERB & CHANNEL.
3. MAIN ROAD - NUMURKAH ROAD (SPEED ZONE 50km/h).
4. ALL PROPOSED FOOTPATHS AND PRAM CROSSINGS ARE TO BE CONSTRUCTED WITH TACTILE GROUND SURFACE INDICATORS TO DDA COMPLIANCE GUIDELINES, REFER TO AS 1428.4 2009.
5. EXISTING SIGNAGE NOT SHOWN.

DESIGNED
S. O'KEEFE 08 JUNE 2016

CHECKED/APPROVED
D. MILDER 08 JUNE 2016

FILE NAME
G19863-00.dgn

TraffixGroup
Traffic Engineers and Transport Planners

Suite 8/431 Burke Road TEL: (03) 9822-2888
GLEN BRIS VICTORIA 3146 FAX: (03) 9822-7444
www.traffixgroup.com.au

NUMURKAH ROAD - SHEPPARTON
GREATER SHEPPARTON CITY COUNCIL

FUNCTIONAL LAYOUT PLAN - OPTION 4

SCALE 0 5 10 15 20 SHEET No. 1 DWG No. G19863-04F